

Cairo Evening Times,
DAILY AND WEEKLY.
Springfield Block, Ohio Levee, over
Humphreys & Co's Drug Store.
TERMS OF EVENING TIMES.
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otherwise paid.
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All business communications must be addressed
to H. L. GOODALL,
Editor and Proprietor Daily Evening Times,
CAIRO, ILL.

EVENING TIMES.
CAIRO, TUESDAY, SEPT. 19, 1865.

SPECIAL MEETING OF THE
CHAMBER OF COM-
MERCE.

Address to the Foreign Capitalists
now in this Country.

Advantages to be considered in connection
with the building of a Railroad
from Cairo to Vincennes.

Dr. McDowell's Speech.

To-day at 1 o'clock, a large number re-
paired to the Chamber of Commerce, there to
hear the report of the Committee appointed to
draft a circular letter, addressed to the Railroad
capitalists now in this country, in behalf of
the enterprise which would connect Vincennes
with Cairo by rail. Hon. W. H. Green, Chair-
man of the Committee, made the following re-
port:

To the Hon. Sir Morton Peto, and other En-
glish Gentlemen, interested in the Atlantic
and Great Western Railway:

The Chamber of Commerce of the city of
Cairo, on the 14th of September, appointed a
committee, composed of the undersigned, with
instructions to present to you certain considera-
tions, which might induce you to proceed
without delay to the construction of a broad-
gauge railway from Vincennes to Cairo.

In pursuance of such instructions, we re-
spectfully ask your attention to a brief and con-
cise statement of some of the benefits to the
Atlantic and Great Western Railway Company,
which may be expected to result from the
construction of the line of road above in-
dicated. The Committee address you without
hesitation or fear of intrusion, because they be-
lieve your visit to the United States has been
made, in a large degree, with a view of ob-
serving, and acquiring information about, the
material wealth of the country; and especially
to note all facts that may tend to the ad-
vancement of your great railroad enterprise.

The proposed Road from Vincennes to Cairo
should be considered, first, as an auxiliary, a
feeder to the Atlantic and Great Western Rail-
way; secondly, as a lateral, or Southern, ex-
tension of that Road.

The distance from Vincennes to Cairo, on an
air-line, is 160 miles. The route of the projected
road, between these points, passes through the
richest part of Southern Illinois. In all the
country along its line Indian corn and tobacco
are extensively grown; and several of these coun-
ties produce the finest wheat raised in the
West. This road will run through localities,
which at present are farther from River and
Railroad than any other in the State of Illinois;
the farmers having no means of reaching a
market except by hauling the abundant prod-
ucts of the rich soil in wagons drawn by
oxen or horses, along rough dirt roads over
distances varying from 25 to 40 miles. It
needs nothing more than a statement of the
isolation of this region to show that agriculture
 languishes, although the land is as rich as the
alluvial soil of the valley of the Nile and the
counties are as thickly populated as any in
the South part of the State. The steam car
alone is now necessary to develop this re-
gion. We believe it may be stated with con-
fidence that the construction of this Road would
increase the productiveness of the country
along its line at least twenty fold, and this new
neglected part of the Ohio Valley would be
enabled to pay its just tribute to the commerce
of the world, enriching alike the producer and
the carrier.

This Road would run over and near some of
the richest coal measures in the State, and
would pass near the vast deposit of iron and
lead in Hardin county, and the salt wells of
Galatin and Saline. Near the line of the Road
are also several mineral Springs of local cele-
brity for the possession of remarkable curative
qualities. It passes through the best grain
growing and fruit raising section of the State
—much better than that lying between Cen-
tralia and Cairo on the Illinois Central.

We forbear to elaborate our views of the
many natural advantages of the region through
which this road would pass, lest we weary you;
we desire only to state enough to arouse your
attention to an earnest consideration of the
prospect of building the road. From our
knowledge of the country along the line of this
Road we believe the way freight and travel
alone would make it a paying investment.

But it is as a lateral or Southern extension
of your great broad gauge thoroughfare that
the Branch from Vincennes to Cairo acquires
its greatest significance.

Cairo, the Southern terminus of this Branch,
at the confluence of 3,000 miles of river naviga-
tion, is a city whose almost unprecedented
growth indicates somewhat the vastness of the
commerce that flows through it, passing from
the North to the South and South to North. In
the year 1850 the population of Cairo was 212;
in 1855, 220; in 1860, 2,300; in 1865, 12,000.
Its permanent prosperity and sure advancement
at an early day to a commanding commercial po-
sition among the cities of the Great West Valley
may now be regarded as settled. Within the
present century it will be the commercial cap-
ital of the Great West. By means of the Mo-
bile and Ohio Railroad and its connections,
Cairo is in direct communication with Charle-
ston, Mobile and New Orleans; and by the
Cairo and Fulton Railroad (partly finished) it
will soon extend its connections into Southern
Missouri and the rich and teeming valleys of
Wachita and Red Rivers. Over 200,000 pas-
sengers, going North and South by rail annu-
ally, pass through Cairo, and the amount of
freight is vast in proportion to the travel. It
is the true head of navigation of the Mississippi
River. Every year that River between Cairo
and St. Louis is blocked up with ice for
from one to three months; and during
from three to six months of every
year, in consequence of low water, transpor-
tation, except in very small boats, is impossi-
ble. It is then true that freight and passengers,
leaving New York for the South by rail, dur-
ing the low water season or in midwinter, can
only find certain passage by way of Cairo.

CAIRO

NEW SERIES, VOL. 1, NO. 126.

CAIRO, TUESDAY, SEPTEMBER 19, 1865.

WAR EAGLE SERIES, VOL. 3, No. 126.

THE CAIRO THAT WAS.

Dips into Old Cairo Life.

THE PLACE, THE PEOPLE, OC-
CURRENCES AND PASTIMES.

BY MOSE HARRELL.

NUMBER X.

It is a work of sad and melancholy interest
to ransack the memory for the names and call-
ing of those who, eighteen or twenty years
ago, formed the business and professional men
of Cairo.

They were few then, not more than forty or
fifty, but where are they now? The few live,
few of them, yet among us—but the many are
sleeping the great sleep, and some of them in
graves "we know not of."

Of the larger list we recall the following,
(long since with their fathers), who, could
they be called from their slumbers, would see
in the thriving city and busy thousands now
here, more than a fulfillment of their sanguine
predictions as to the future of Cairo:
Oliver S. Sayre, Stephen H. Candee,
T. J. Smith, Henry Simmons,
James Berry, A. J. Jeffords,
Dr. J. J. Rutter, Jno. W. Work,
Daniel Morgan, Wm. Wilson,
Abram Wright, David McIlvray,
J. S. Freeman, Darius Holbrook,
Lewis M. Young, T. J. Wood.

In the winter of 1849 the Asiatic Cholera
visited Cairo, and carried off several of its citi-
zens. The writer was then domiciled on a
wharf-boat at the landing, around which were
gathered a number of family and business boats.
Even now memory brings back the piercing
and agonizing groans from among the inmates
of these boats, as night after night they prayed
for that relief which never came to them. Af-
ter a few weeks' stay the dread epidemic dis-
appeared, its disappearance causing a
measure of joy and gratitude only equalled
by the terrible dread of its approach. One
year afterwards the same scourge re-
appeared, this time, however, creat-
ing more alarm than havoc. The next year
it was forestalled by the small-pox.

Up to the year 1847 Col. Walter Falls was
postmaster here. He was succeeded by B. Shan-
nessy. Those curious about historical trifles
might be gratified by examining some of the
quarterly returns of these gentlemen, particu-
larly as the Cairo post-office now, in point of la-
bor performed, is the fourth or fifth in the
Union. The monthly compensation of the of-
fice twenty years ago did not exceed four or
five dollars; and I recollect seeing a balance-
sheet, where the compensation for a Quarter,
or three months, was only \$3 37.

Add H. Sanders bearing a printing press
and materials to Cairo, and in the spring of the
year 1848 published the first number of a good
sized, handsome and ably filled weekly paper
called the Cairo Delta. The project of start-
ing a paper in such a place as Cairo then was
seemed so desperate, and the ability displayed
in its columns was so marked, that the Delta
became a favorite and was sought after every-
where. And the office of the paper was the
institution of the city. The heart of the editor
weighed about 75 lbs., and the editor, heart,
No. 2 boots and all, only weighed 98 lbs. In
everything but size he was what Ed. Trower
would denominate "hugeous." A fellow of
infinite size, no visitor (and they were hundreds
weekly, ranging in character from ex-presi-
dents and English lords down to Mexican Gen-
erals and American gentlemen of African ex-
travaganza) left his sanctum without a grin upon
his features or feeling refreshed generally. Eve-
rybody knew him, and his latest string was on
to everybody.

His advocacy of the claims of Cairo upon
public attention, as an advantageous site for a
commercial city, and his espousal of what was
then known as State Policy, were earnest and
able, persistent I know, and effective I believe.
He left here in November 1849, after a stay of
eighteen months, and went to Evansville, Ind.,
being drawn there by a "bonus" from the lead-
ing citizens, which, to a young man like him,
with little experience in newspaper life, was
really a very flattering testimonial. He as-
sumed there the proprietorship and editorial
control of the Evansville Daily Journal, and
soon rendered it one of the leading papers of
Indiana.

There is one copy of the old Cairo Delta yet
in existence. Would it not be a treasure for
the reading rooms of our Library Association?
Speaking of the character of the visitors at the
Delta office, brings to mind the fact that Cairo
then, more than now, was the stopping point
for distinguished persons. Then they stopped;
but now, owing to our closely connected and
nearly adjusted facilities for traveling, they pass
through without stopping, and almost without
our knowledge of their distinguished presence.

Old Sam Houston, of Texas, used to make it
a point to stop at Cairo, sometimes for three
and four days, on his way to and from Wash-
ington. He usually employed his time in fish-
ing from the stern guards of the wharf-boat.
On an occasion of this kind he had a "set to"
with a Cairo youth which will bear telling
about.

The youth, like himself, was fishing. Houston
on the wharf-boat and the boy on a wood-boat
moored just below. At the interesting jun-
cture of "a bite" at the boy's bait, Houston
threw out his line which became hopelessly
entangled with that of the boy. There was a
pause. Neither seemed to have a word fitted
for the occasion. At last Houston broke the
silence.

"Sonny, go elsewhere and fish, and then
we'll talk, 'these entangling alliances.'"
"You be blasted, old short coat," retorted
the boy of promise, "go elsewhere yourself
and fish."

"I apprehend you are a very saucy boy,"
returned the Senator, "for whom there are,
by no means, enough rods in pickle."

"Now look here old Skeezicks," cried the
boy, fully armed, "I don't want to quarrel
with you, nor nobody like you, for I know you'
Your name is Sam Dawson, and you live in
Texas, and like everybody else you stole a horse
and had to go there; and now you are puttin'
on a big show, you old thief, and callin' your-
self Sam Houston." Saying which this very
amiable young creature gave a sudden lurch
and pulled the Honorable gentleman's rod from
his hands into the river.

I subsequently heard Houston detail the "set



THE LATEST

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Reported expressly for the Evening Times.

Juarez Coming to this
Country.

REGIMENTS TO BE DIS-
CHARGED.

Revenue Receipts.

ADDITIONAL PARDONS.

Counterfeit Coupon Notes.

ETC., ETC., ETC.

ST. LOUIS.

Laurel Races—Reception of Gen. Grant
—The associate—Banquet to the
European Capitalists—Levee—Legal
Argument—Business—Opening of the
Pacific Railroad to Kansas City—Cairo
& St. Louis Railroad.

Correspondence of the Cairo Times.

ST. LOUIS, SEPT. 17, 1865.

The past week has been one of more than
usual excitement. On Monday the Laurel
races commenced and continued throughout
the week. On Wednesday at 3 o'clock p. m.
Lieut. Gen. Grant, accompanied by his staff
officers, Col. O. E. Babcock, Aid de Camp,
and Hrevet Col. Adam Bodens, Military Sec-
retary, accompanied by Maj. Gen. John A.
Logan, Major Gen. Elias S. Dennis, Adjutant
Gen. Haynes, Col. Schaffner, of Illinois, with
J. M. Douglas, President of C. R. R., Col. Wm.
R. Arthur, Superintendent of I. C. R. R.;
Chas. L. Wilson, late Secretary of Legation to
London, and now editor Chicago Journal,
Irving, correspondent Chicago Times, Geo. W.
Phillips, Chicago Republican, and Sam'l Mc-
dell, of the Chicago Tribune, arrived at East
St. Louis and were received by his Honor
Mayor Thomas and the Hon. Chas. D. Drake.
It was intended to have given them a public
reception, but Gen. Grant declined it, and on
their arrival they were escorted quietly to the
Lindell Hotel. In the evening he attended the
Banquet given to the railroad capitalists from
abroad at the Southern Hotel. The Hon. L.
M. Kennett presided, and on his right was Sir
Morton Peto, Baronet, M. P., and Gen. Grant;
on his left was Hon. A. Kinkaid, M. P.,
and Gen. Sherman. The music and banquet
were of the highest order. Speeches were
made by Messrs. Kennett, Judge Treat, Gen.
Sherman. After Gen. Grant had declined Sir
Morton Peto, M. P., Hon. A. Kinkaid, Geo.
R. Taylor, President Pacific Railroad, and
his Honor Mayor Thomas, and others.

On Friday afternoon Lieut. Gen. Grant held
an informal levee at Lafayette Park, he having
declined a banquet. At 3 o'clock he arrived,
accompanied by Gen. Sherman, Mayor Thomas
and the representatives of the press from Chi-
cago, New York, Cincinnati, Toledo, and the
press of St. Louis. On his arrival, Capt.
Boylan's Post Band struck up "See, the con-
quering hero comes!" The Park was fully
decorated with flags and pictures of Lincoln,
Grant and Sherman. It is estimated that
on his arrival 25,000 people were present, and be-
fore he left at 6 o'clock at least 50,000 had
visited Lafayette Park.

The audience were about equally divided in
honoring the two Generals—some of the hero
of Vicksburg, Grant and Sherman—the other
as the greatest ruler of the age, and one
who brought the rebellion to a close by march-
ing from Atlanta to the sea coast.

One of the most important arguments is now
being held at the Criminal Court, for the county
of St. Louis, before Judge Wilson Primm, who
some time since issued an order that no lawyer
who had not taken the oath prescribed by the
new Constitution, should practice before that
Court. The motion was made by R. S. Mack,
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motion has been argued by Col. Davis, Cra-
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people has passed upon the constitution, and
until it was annulled by the Supreme Court at
Washington, who were the judges of the con-
stitution, we were bound to respect it.

Business of all kinds is very brisk. Our
merchants are all doing a heavy fall trade.
The Pacific Railroad will be finished to Kansas
City during the week. The Survey for the Cairo
& St. Louis Railroad is being made by Henry
Holbrook, of Belleville, through Sparta, Illinois,
and he will then survey another route by the
way of Chester. St. Louis does not appear to
take the interest in the building of this road
which she should, as it will be a great benefit
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place the road shall run through, and both towns
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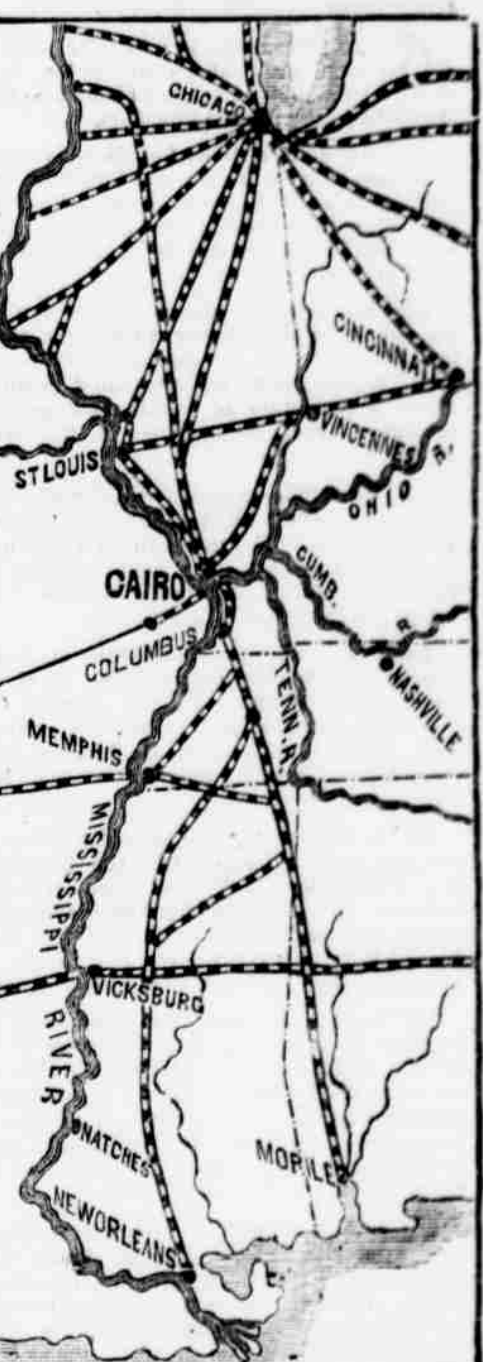
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Per Line	Per Column	Per Page	Per Week	Per Month	Per Quarter	Per Half Year	Per Year	Per 10 Lines	Per 10 Columns
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10	15	20	25	30	35	40	45	50	55
11	16	21	26	31	36	41	46	51	56
12	17	22	27	32	37	42	47	52	57
13	18	23	28	33	38	43	48	53	58
14	19	24	29	34	39	44	49	54	59
15	20	25	30	35	40	45	50	55	60
16	21	26	31	36	41	46	51	56	61
17	22	27	32	37	42	47	52	57	62
18	23	28	33	38	43	48	53	58	63
19	24	29	34	39	44	49	54	59	64
20	25	30	35	40	45	50	55	60	65

The Commercial Position of Cairo.

Great Natural Gateway
Between the North
and East and
Southwest.



Cairo's River and Railroad
Communications.

Today we present a map, showing
the position which Cairo occupies on the
Mississippi and Ohio Rivers, and clearly indi-
cating its position as a Railroad center, pre-
sented and prospective. Of course we do not wish
to represent all the Roads on the diagram as
completed, but believe we venture nothing in
asserting that within two years they will be
built, thus forming a net-work of Railroads
around Cairo.

Cairo is practically the head of navigation.
When the Mississippi is at its lowest stages,
boats of the heaviest tonnage and greatest
draught, can always reach this city. So, too,
in the winter season. Jack Frost has never
been able to construct a bridge across the river
at this point, sufficient to impede navigation to
and from the Lower river.

It is a well established fact, conceded by all
seaboards, that no section of the Missis-
sippi is so difficult to navigate in low water, or
in the winter season, as that stretching be-
tween this city and St. Louis, thus promp-
tly demanding the speedy construction of the
Cairo and St. Louis Railroad. Nor is this all.
The railroad companies met at St. Louis are so
desirous that such road be built, that if Cairo
and the people on the line of the proposed road
do not construct it they will. But the people
of this city and those living in the country
through which the "Cairo and St. Louis Rail-
road" is proposed to run, are not only desirous
that it should be built, but have evidenced
their determination that it shall be built, and
their ability to build it. It is now being
or has been, surveyed, and but little remains
to be done ere the work will be commenced.

The "Cairo and Vincennes Railroad" is an-
other enterprise which is now being organized
and which will soon be realized. The "Ohio
and Mississippi Railroad Co." want an outlet,
to enable them to communicate more readily
with the lower Mississippi. A branch from
their road, running from Vincennes to this city,
will supply the want. The distance will be
short, the country through which it will run is
quite even and inviting, and the expense at-
tending its construction but very light com-
pared to the advantages which would accrue
to the Railroad Company named, the people
living on the proposed route and our citizens,
so that we feel assured that its construction,
within a short period, is a fixed fact.

The "Mobile and Ohio Railroad" is now in
running order from Mobile to Columbus. The
terms of the Charter authorizing its construction
requires that its Northern terminus shall be at
a point opposite Cairo, and the provisions of
the Charter will be complied with at an early
day. At present we have a semi-daily packet
running to Columbus in connection with that
Road, and Cairo now is, practically the North-
ern terminus of the "Mobile and Ohio Rail-
road." Hence